


 Renault Arkana
 Standard Safety Equipment

2019



Adult Occupant



96%

Child Occupant



83%

Vulnerable Road Users



75%

Safety Assist



74%

SPECIFICATION

Tested Model	Renault Captur 1.0 TCe, LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1243kg
VIN From Which Rating Applies	- all Arkanas
Class	Small SUV

 Rating Expired

General comments

The Arkana is structurally identical to the Renault Captur tested by Euro NCAP in 2019 and has the same safety equipment. Based on data analysed by Euro NCAP, the same safety rating applies to both cars.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard

○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack

✗ Not available

— Not applicable



ADULT OCCUPANT

Total 36.8 Pts / 96%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Frontal Offset Deformable Barrier 8 / 8 Pts



Passenger



Driver

Frontal Full Width



Rear Passenger



Driver

Whiplash Rear Impact 1.6 / 2 Pts



Front seat



Rear seat

Lateral Impact



Car



Pole

 ADULT OCCUPANT

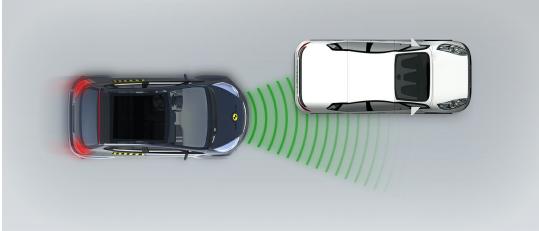
Total 36.8 Pts / 96%

 GOOD ADEQUATE MARGINAL WEAK POOR

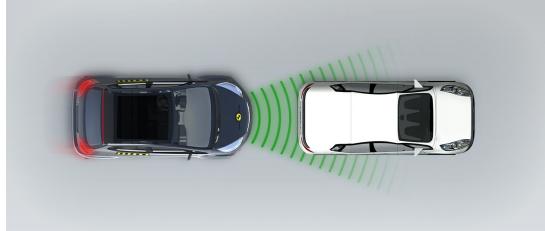
AEB City

 4.0 / 4 Pts

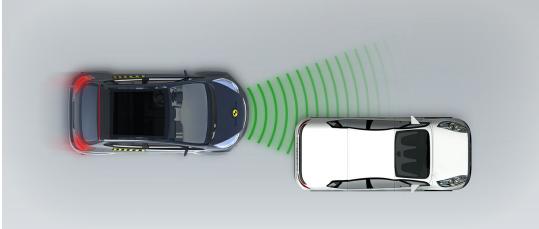
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.8 Pts / 96%

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was rated as good for all critical body areas for the passenger. In the full-width rigid barrier test, protection was good or adequate for all critical body areas, both for the driver and the rear passenger. In the side barrier impact, protection of all critical body areas was good and the car scored full points in this test. Even in the more severe side pole test, protection of the chest was adequate and that of other body regions was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided in most test scenarios.

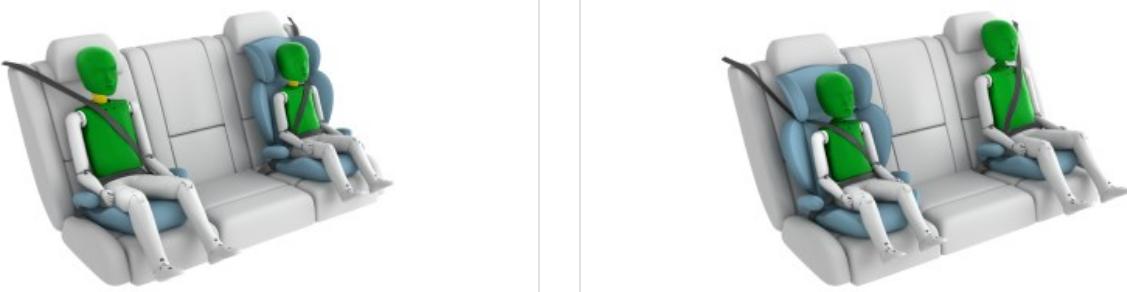
 CHILD OCCUPANT

Total 41.0 Pts / 83%


 GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.0 / 24 Pts

Frontal Impact	15 Pts	Lateral Impact	8 Pts
			

Restraint for 6 year old child: *Britax Römer Kidfix XP*Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✗
i-Size	●	●	✗
Integrated CRS	✗	✗	✗

 Fitted to test car as standard

 Not on test car but available as option

 Not available

CRS Installation Check

11.0 / 12 Pts

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.0 Pts / 83%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, protection was good or adequate for all critical parts of the body, for the 6 and 10-year dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The vehicle handbook says that the rear centre seat is not suitable for a universal child restraint, so the installation assessment was deemed a fail. Otherwise, all restraint types for which the car is designed could be properly installed and accommodated.

 CHILD OCCUPANT

Total 41.0 Pts / 83%

	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	●	●	—	●
BeSafe iZi Flex FIT i-Size (iSize)	●	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	●	●	—	●
Britax Römer Duo Plus (ISOFIX)	●	●	—	●
Britax Römer KidFix XP (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed — Not available

Comments

In the frontal offset test, protection was good or adequate for all critical parts of the body, for the 6 and 10-year dummies. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The vehicle handbook says that the rear centre seat is not suitable for a universal child restraint, so the installation assessment was deemed a fail. Otherwise, all restraint types for which the car is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 36.1 Pts / 75%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

24.8 / 36 Pts



Head Impact

16.7 Pts

Pelvis Impact

2.1 Pts

Leg Impact

6.0 Pts

Vulnerable Road Users

11.3 / 12 Pts

System Name	Active Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate at almost all test locations on the bonnet. The bumper provided good protection to pedestrians' legs but protection of the pelvis was generally weak or poor. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of its response to such road users, the system performed well, collisions against both being avoided or mitigated in all test scenarios.



VULNERABLE ROAD USERS

Total 36.1 Pts / 75%

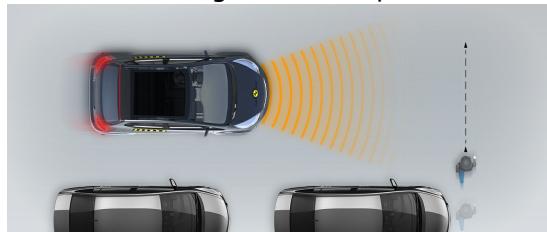
AEB Pedestrian

■ Day time

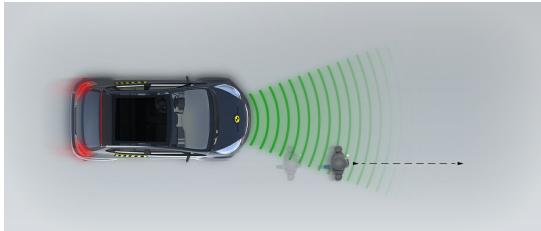
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

Total 9.6 Pts / 74%

 GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR
Speed Assistance
 2.5 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder
 3.0 / 3 Pts

Applies To	All Seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass

● Fail

— Not available

Lane Support
 2.0 / 4 Pts

System Name	Lane Keep Assist
Type	LKA (including LDW)
Operational From	70 km/h

PERFORMANCE

Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

 **SAFETY ASSIST**

Total 9.6 Pts / 74%

AEB Inter-Urban
 **2.2 / 3 Pts**

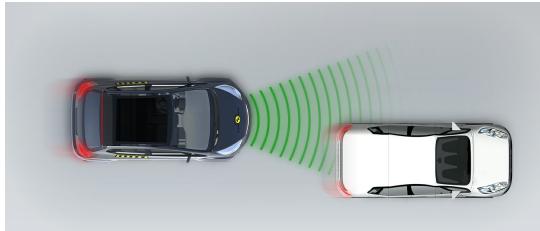
System Name	Active Emergency Braking System
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

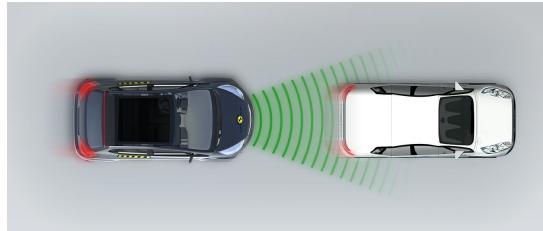
A seatbelt reminder system is standard equipment for the front and rear seats. The AEB system performed adequately in tests of its response to other vehicles at highway speeds. A lane support system helps prevent inadvertent drifting out of lane. A speed assistance system uses a camera mapping to identify the local limit and the driver can choose to allow the car to adjust the speed limiter accordingly.

■ Autobrake function only

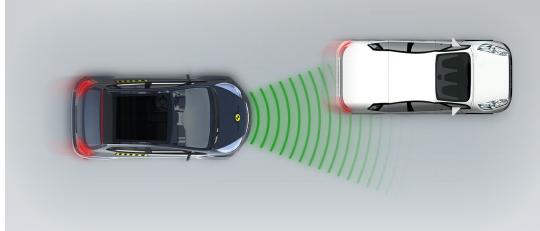
Approaching a slower moving car



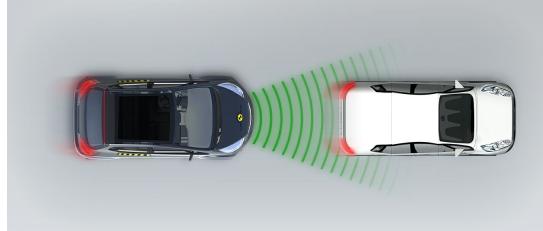
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

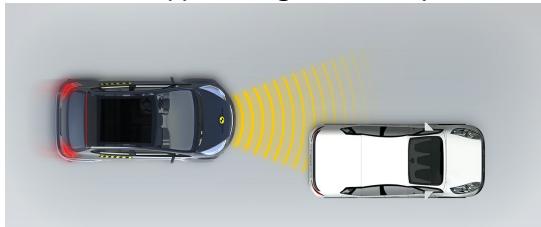


 SAFETY ASSIST

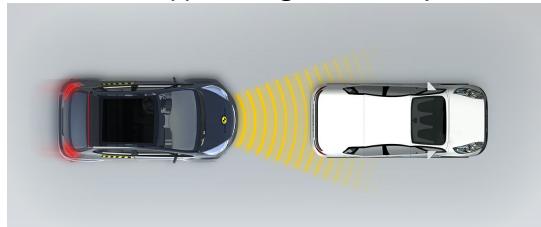
Total 9.6 Pts / 74%

■ Driver reacts to warning

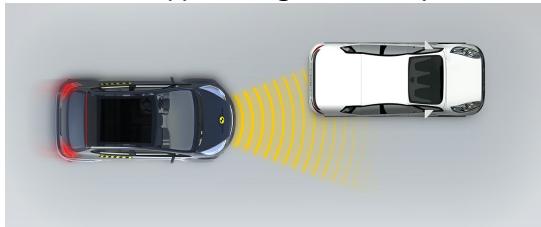
Approaching a stationary car



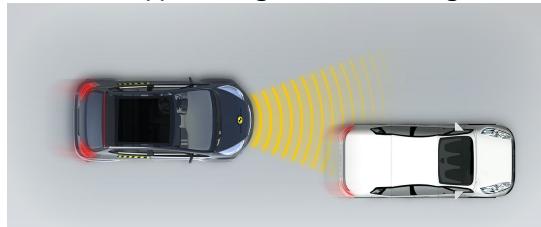
Approaching a stationary car



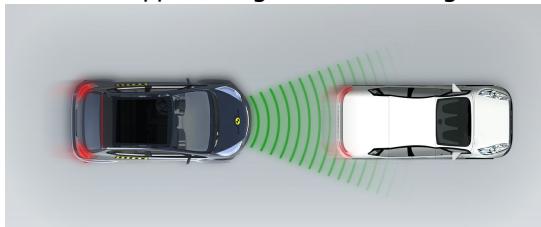
Approaching a stationary car



Approaching a slower moving car



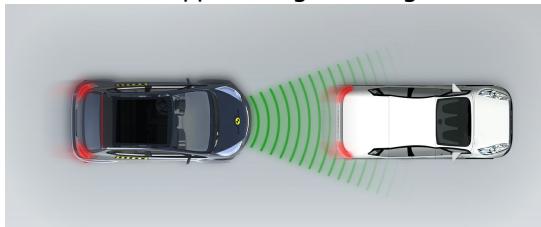
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.3 TCe, petrol, 4 cylinder, EDC	Renault Arkana TCe 140 EDC	4 x 2	✓	✓
5 door hatchback	1.3 TCe, petrol, 4 cylinder, EDC	Renault Arkana TCe 160 EDC	4 x 2	✓	✓
5 door hatchback	E-TECH plug-in hybrid, 1.6 petrol 4 cylinder	Renault Arkana E-Tech hybrid 145	4 x 2	✓	✓

Tested vehicle: Renault Captur

Annual Reviews and Facelifts

Date	Event	Outcome
March 2021	Rating Published	2019  ✓
September 2021	E-TECH PHEV variant added	2019  ✓